

M. MUMEYA
JAPANESE PHOTOGRAPHER
All kinds of Photographic
Work done in latest styles.
DEVELOPING AND PRINTING FOR
AMATEURS & SPECIALISTS.
3a, QUEEN'S ROAD
CENTRAL

The China Mail

ESTABLISHED 1846

Ask for...
SUTTON GARDEN
LONDON.
OLD TOM GIN
'COBRA' BRAND
Sole as China
AGENTS:
Sumner & Berlingham

No. 14,750.

號九廿月七年十一百九千一英

HONGKONG, FRIDAY, JULY 29, 1910.

日三十月六年二號宣

PRICE, 38.00 Per Month

OLD VAT
No. 4
SCOTCH WHISKY
SOLE AGENTS IN
HONGKONG,
CHINA &
MANILA.
**A.S. Watson &
Co., Ltd.**
As supplied to the
House of Lords
and
House of Commons.



**CHINA MUTUAL LIFE IN-
SURANCE CO. LD.**
HEAD OFFICE, SHANGHAI.
DIRECTORS AND OFFICERS.
Alexander Macleod, Esq., Chairman.
C. Stephenson, Esq., Vice-Chairman.
Lee Yang Su, Esq.,
J. H. McMichael, Esq.,
C. R. Burkill, Esq.,
J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. E. Hall, Esq., P.I.A. Secretary.
A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Act, England.
Insurance in Force.....\$37,855,885.00.
Assets.....\$415,250.00.
Income for Year.....\$368,589.00.
Insurance Fund.....\$216,812.00.
Lafferty Knox, Esq., Hongkong, Canton,
District Manager. B. W. Tapp, Esq.,
District Secretary. Philippines.
Alexandra Building.
C. Lawder, Esq., Inspector, Hongkong.
ADVISORY BOARD, HONGKONG:
Sir Paul Chater, Kt., C.M.G.,
T. F. Mough, Esq., C. J. Lafferty, Esq.,
Hongkong, November 18, 1909. 1454

RUBBER NOTES.
REPORTS AND DIVIDENDS.
The directors of the Selangor Rubber
Company, Limited, have declared an
interim dividend of 75 per cent.
A wire in the Malay Mail says that the
Eastern International Trust Co., Ltd., has
declared a dividend of 55 per cent., 2/-
per share. The preliminary expenses are with-
out off, and \$28,427 carried forward.
The Frye Rubber estate has declared a
dividend of ten per cent.
Vallambrosa's report states that its
rubber fetched an average of 8/3 and was
produced at a cost of 1/11 per pound.
The profit for the year was \$156,984.
There is carried forward \$15,673.
The estimate of this year's crop is 425,800 lbs.
JUNE RUBBER RETURNS.
The following additional returns are to
hand:
Harpenden Estate.—Quantity of dry
rubber secured in June 3,700 lbs. Total
to end of June 33,656 lbs.
Shelford Estate.—Quantity of dry rubber
secured in June 7,500 lbs. Total to end of
June 37,000 lbs.
Tambulak Rubber Estates, Ltd.—The
output of dry rubber from the estates of
this Company for June was 700 lbs.

BRITISH MALAY RUBBER.
At the statutory meeting of the British
Malay Rubber Company, Limited, Mr. E.
T. Warner, who presided, said that 100,000
shares had been allotted and 5s. per share
had been paid up on each share; applica-
tions for 207,000 shares were received.
The preliminary expenses to date were
\$1,071, and it was not anticipated that the
total would reach the estimate. The 4,000
acre block applied for in addition to the
3,000 acre block had been granted to the
company, and the premium and rent
had been paid thereon. They were
opening up at the present time the 3,000
acre block, and their manager had suc-
ceeded in felling over 900 acres out of
a total programme of 1,000 acres. Mr.
Whyte expected to burn this month,
and would plant seed at stake in the
autumn. By the mid the manager advised
the completion of the transfer of the 3,000
acre grant into the name of the company.
On the 4,000 acre block they had so far
done nothing, but if opportunity permitted
instructions had been issued to open up 300
to 500 acres. Felling was very difficult to
obtain, owing to the large amount of
clearing that was being undertaken. The
board proposed to develop the estates as
rapidly as circumstances would permit.

A noteworthy anniversary was cele-
brated the other day but informally. It
was the bicentenary of the foundation of
the Royal Porcelain Works of Saxony at
Meissen, which by the way is near Dresden.
By the order of Augustus II of Saxony,
the works of Boettger were transferred to
Allbrechtsburg from Meissen in 1710.
Augustus was a man of action, and the
potter was a reclusive person. The potter
held his secret, and Augustus held the
potter a prisoner for four years, so as to
guard the process. In 1719 the potter died
at the early age of 35. The secret was
rigorously kept until 1810, when Brong-
niart, the chemist, was admitted as a special
favour of Napoleon I. to study the fabrica-
tion. Napoleon having expressed the wish
it was difficult to treat it other than as a
command.

Business Notices.
W. S. BAILEY & Co., Ltd.
TELEPHONE, K 21.
Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.
Air Compressor with Hammers and Drills, etc.
Engines, Boilers, Launches, Pumps,
Engineers' Fittings and Supplies.

**Ground Floor Shop To Let in
Chater Road.**

**THE BELFAST
BARKER**
Petrol or Kerosine Engine
Known amongst the Irish Fisher-
men as the
'FOOL PROOF.'
This well-known 2 Stroke Motor
is stocked from 2 to 30 H.P. and
is suitable for all work up to its
power. It is known as the no trouble
motor. CHEAP, STRONG and
EASY TO WORK. Low tension
ignition.
K. A. MASSEY, W. S. HAYWARD.



Belfast Hongkong Marine Engineering, Ltd.
**THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD.**

EXCURSION TO MACAO.
ON SUNDAY, THE 31st JULY.
The Company's Steamship 'SUI AN',
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 5 P.M.
FARES AS USUAL.
By kind permission of Colonel Prior and Officers the Band of the 13th Rajput
under Bandmaster Cook will play during the trip.
N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET
WHARF. This steamer connects with the steamer returning from Macao at 5 P.M.
First-class fare by steamer leaving at L.Y.M. and returning with excursion steamer
at 5 P.M. \$4. Single Fare also \$4.
J. ARNOLD, Acting Secretary.
Hongkong, July 26, 1910.

DIAMONDS AND GEM-SET JEWELLERY
Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,
Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery.
GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.
Repairs of Watches and Jewellery effected by experienced European.
J. ULLMANN & CO.
34, Queen's Road Central. Opposite General Post Office.

THE PHOENIX CLUB, LD.
NOTICE is hereby given that the
THIRD ORDINARY GENERAL
MEETING of the Members of the above
Club will be held on FRIDAY, August
5th, at 5.30 P.M., in the Club premises,
for the purpose of receiving the Report of
the Committee together with a Statement
of Accounts for the year ending 31st April,
1910.
BY ORDER OF THE COMMITTEES.
Hongkong, July 28, 1910. 925

**NIGHT STEAMER TO
CANTON.**
New Twin Screw Steamer,
S.S. SAN CHEUNG
Fitted throughout with Electric Light
and Fan, supplied in all Cabin.
Captain J. McGarry.

LEAVES Hongkong for Canton at 3 P.M.
SUNDAY, TUESDAY & THURSDAY,
Leaves Canton for Hongkong at 5.30 P.M. on
MONDAY, WEDNESDAY & FRIDAY.
Fare, 1st-Class.....\$2.50 single passage.
Meals.....\$1 each.
Servants' passages must be paid for.
CHEUNG ON STEAMBOAT CO., LD.,
No. 285, Des Voeux Road Central,
Hongkong, November 12, 1908. 145

Business Notices.
— THE —
EASTERN ASBESTOS CO.
ASBESTOS GOODS OF ALL KINDS.
Packings and Jointing for All Purposes.
LUBRICANTS, PAINTS, OILS & VARNISHES.
TELEPHONE No. 501. OFFICE & SHOWROOM:
4, Queen's Building,
CHATER ROAD.

LANE, CRAWFORD & CO.
A 5 or 10 Catty Box con-
stitutes one of the most
acceptable Presents to those
at Home.
Without doubt this
is the Finest Blend
of TEA at the Price
to be had in China.

LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOO CHOW TEA.
Prices:—Including Freight, Duty and Delivery to any address in the United Kingdom.
per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

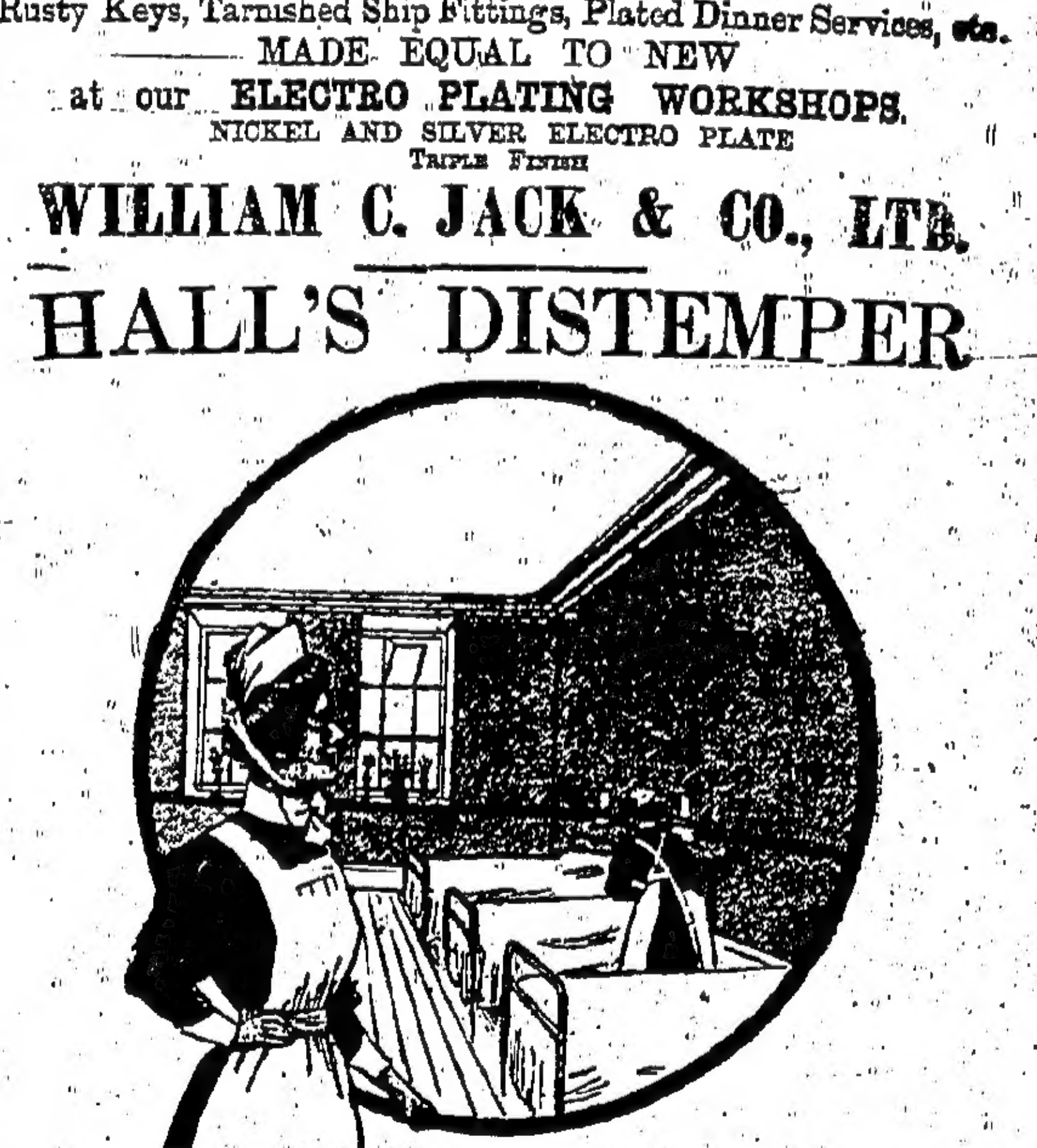
GUARANTEED ABSOLUTELY PURE
O. B.
BEER
IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.
Price \$12.00 - - - Per Case.
THE BEST AND MOST WHOLESOME TONIC IS
BOCK BEER
TAKEN WITH YOUR MEALS.
\$14.00 - - - Per Case.
From your dealer, or from the
ORIENTAL BREWERY, LTD.
Depot 55-57, Des Voeux Road.

**PRICKLY HEAT LOTION AND
POWDER**
SAFE REMEDIES FOR ALLAYING THE IRRITATION.
SUN GLASSES.
HOUSEHOLD AMMONIA
FOR THE BATH AND ALL TOILET PURPOSES.
NESTOR SANITARY FLUID
A RELIABLE DISINFECTANT.
One Pint Tins 50 cents. One Gallon Tins \$2.00.
VICTORIA DISPENSARY.

GRAND CARLTON HOTEL.
FIRST-CLASS IN EVERY RESPECT. ELECTRICITY THROUGHOUT
HOT AND COLD WATER. SHOWER AND TANK BATHS.
Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable
Shopping District.
MODERATE INCLUSIVE CHARGES.
O. F. OWEN, Proprietor.

Business Notices.
GREEN ISLAND CEMENT CO., LTD.
PORTLAND CEMENT
In Casks of 375 lbs. net. \$5.50 per Cask, ex Factory
In Bags of 250 lbs. net. \$3.45 per Bag, ex Factory
Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO
LADIES' OUTFITTERS.
GENERAL DRAPERS.
NEW ASSORTMENT OF
DRESS LINENS AND EMBROIDERIES.
TELEPHONE 644. 7 & 9, PEDDER STREET.
**MASSEY'S COMMERCIAL MAP AND
DIRECTORY**
With Classified List, Cable Addresses, Telephone
Numbers and List of Residents.
A Guide to Firms and Agencies.
To ensure correct insertion Residents in Hongkong and Kowloon
are requested to send in Name, Address and Telephone Number.
Mr. Reginald Hayward is authorised to accept contracts for the above publication.
In case of other canvassers being appointed their names will be
duly advertised.
Hongkong, June 18, 1910. 767

Rusty Keys, Tarnished Ship Fittings, Plated Dinner Services, etc.
MADE EQUAL TO NEW
at our **ELECTRO PLATING WORKSHOPS.**
NICKEL AND SILVER ELECTRO PLATE
TABLES FINISH
WILLIAM C. JACK & CO., LTD.
HALL'S DISTEMPER


Hall's Distemper sets hard as cement and never fades or changes colour. It
dust proof, and perfectly washable if lightly sponged with tepid water.
It is when first applied a thorough disinfectant destroying all vermin and microbes.
It can be guaranteed to contain 14 per cent. of Cresylic Acid.
It is cheaply and easily applied with a white-wash brush, saving 40 per cent. of the
cost of labour.
The One Distemper which excels all others for Hospitals, Convalescent Homes,
Nursing Institutions, etc., is Hall's Distemper, because—
IMPORTANT NOTE.—In all cases of infectious diseases Hall's Distemper is not only
the cheapest, but the most thoroughly effective disinfectant and artistic decoration to
employ.
AGENTS:
WILLIAM C. JACK & CO., LTD.,
14, DES VOEUX ROAD CENTRAL, HONGKONG.

"AQUARIUS" WATER.
A Pure, Distilled Table Water.
IN QUARTS, PINTS & SPLITS.
MIXES WELL WITH WINES & SPIRITS.
Telephone
No. 76
Caldbeck, Macgregor & Co.,
15, Queen's Road.
Hongkong, June 27, 1910.

Intimations.

G. FALCONER & Co.
WATCHMAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPE AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & Co.

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1910.

MEE CHEUNG & Co.

ART PHOTOGRAPHER, ICE HOUSE LANE.
SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.
CAMERAS FOR HIRE.

1718

ORIENTAL HOTEL

No. 2 Queen's Road, Central.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
SITUATED in the most central position. Large and Airy Rooms. Hot and Cold
Water Baths. Gas and Electric Lights. Cuisine entirely under European Super-
vision. Private Bar and Billiard Rooms. Monthly Rates for Tiffin and Dinner.
Terms moderate.

FREDERICK REICHMANN, Proprietor & Manager.
(Late Manager of J. Lyons & Co. (Trocadero) leading Caterer in London and of the
Grand Oriental Hotel, Colombo).

Telephone No. 197. Telegram Address: 'COMFORT,' Hongkong.
Hongkong, December 1, 1909.

1540

ASTOR HOUSE HOTEL

(Late CONNAUGHT HOTEL).
QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely
New Management. Large and Comfortable Rooms, Excellent Cuisine, and under the
supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.
G. GATEAU Proprietor. N. BLUMENTHAL, Manager.
Hongkong, October 2, 1910.

1521

WHITE ANTS.

AVENARIUS CARBOLINEUM

THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND

LASTING PROTECTION

AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS:

MELCHERS & CO.

PRIZE MEDAL PHILADELPHIA EXHIBITION 1876

JOHN OAKLEY & SONS

WELLINGTON EMERY & BLACK LEAD MILLS LONDON

EMERY

EMERY GLASS BLACK CLOTH PAPER LEAD

WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS, LIMITED, WELLINGTON MILLS, LONDON.

NATURAL

ENO'S

HEALTH-GIVING

FRUIT

REFRESHING

SALT

INVIGORATING

Intimations.

**MITSU BISHI GOSHI KWAISHA**
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, HOJO,
NAMAZUTA, SAYO, SHINNEU
and KAMIYAMADA Coaleries.

SOLE AGENTS FOR KISHIDAKE, MI-
YAO, and KIGIO-KOMATSU Coals.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:

Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

Trk. Addresses for above: IWASAKI,
Coburns—A1, ABO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macondray & Co.

For particulars, apply to

H. CISEL

Manager,

No. 2, PRINCE STREET

HONGKONG.

Hongkong, January 9, 1909

818

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

In the Matter of the Companies' Ordinance 1885,

and

In the Matter of the YANGTZE IN-
SURANCE ASSOCIATION, LTD.

NOTICE IS HEREBY GIVEN that a

Petition was on the 18th day of July,

1910, presented to the Supreme Court of

Hongkong by the above named Association

to confirm the alteration of the said

Association's objects proposed to be effected

by a special resolution (of the said Association

unanimously passed at an Extraordinary

General Meeting of the said Association

held on the 21st day of April, 1910, and

subsequently unanimously confirmed at a

further Extraordinary General Meeting of

the said Association held on the 10th day

of May, 1910, and which resolution runs as

follows:

That the Memorandum and Articles of

Association of the Association be

respectively extended, altered and

amended so as to read as shown in

the print signed for the purpose of

identification, by the Chairman of

the Meeting and that such extended,

altered and amended Memorandum

and Articles of Association be hence-
forth adopted as the Memorandum

and Articles of Association of the

Association to the exclusion of those

heretofore prevailing.

AND NOTICE IS FURTHER GIVEN

that the said Petition is directed to be heard

before The Honourable Sir Francis Pigott,
Kt., Chief Justice of the said Court, on

Monday, the 22nd day of August, 1910, at

10.30 o'clock in the forenoon and any

person interested in the said Association,

whether as creditor, policy holder or other-
wise, and desiring to oppose the making

of an Order for the confirmation of the said

alterations under the Companies Ordinance

1885, should appear at the time of hearing

by himself or by his Counsel, for the pur-
pose. A copy of the said Petition will be

furnished to any such person requiring the

same by the Undersigned on payment of

the regulated charge for the same.

Dated the 19th day of July, 1910.

JOHNSON, STOKES & MASTER,
Princes Buildings,
100 House Street,
Victoria, Hongkong,
and
PLATT, TRESDALE & MACLEOD,
Ewe Building, 30 Peking Road,
Shanghai.
Solicitors for the above named Association.

286

NOTICE.

TRANSLATE your LETTERS, COM-
MERCIAL PAPERS, DISCUSSIONS,
etc., etc. in English, German, French,
Italian, Spanish, Portuguese, Latin, Chinese,
Japanese, Malay, and Indian. Copies
Typewriting, Stenography, all kinds of
official work, Private Codes and Ciphers,
and Accounts, etc., etc. will be effected
with care, accuracy, promptness and at
moderate terms.

For particulars apply to

GENERAL TRANSLATORS,
P. O. Box 103, Hongkong.

Hongkong, July 5, 1910.

846

VIENNA CAFE COMPANY

(1910), LIMITED,

(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,

Opposite Post Office.

A FIRST-CLASS RESTAURANT

(Table d'hôte or à la carte).

AFTERNOON TEAS, LOBS, LIGHT

REFRESHMENTS.

Specially selected brands of

WINES, SPIRITS, BEERS, etc.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, July 23, 1910.

901

THE BIGGER BOOM.

We might be accused of neglecting the
interests of our readers if we failed to
inform them that there are certain persons
who predict that the rubber boom was
but a pale shadow of "the bigger boom"
that lies ahead. In particular, a writer
known as "AJAX" has been pleading his
faith that the profits to be made are beyond
all calculation and we are not going to
start quarrelling with him on the subject.
He seems to arrive at his conclusion by
two lines of argument, and the one
has to be taken quite as much notice
of as the other. The first appears to be
that a great many pure swindles have
been put upon the market and successfully
floated, and that they will never enter into
serious competition with older companies
as producers of rubber. The other is that
these older companies have the prospect this
year and next of paying such enormous di-
vidends that the public will be driven wild
with enthusiasm again, and prices will fly
far above the figure at which they have
stood hitherto. As far as we can make out,
Linggi should pay a dividend, according to
"AJAX," of about 500 percent sometime next
year, and other companies of the same
standing should do something in hundreds
also. We should pay more respect to "AJAX"
if he refrained from quoting the appalling
travesty that is being written for Truth.
Here is a quotation from the great Labou-
cherian journal of May: "The big pro-
ducers are now making record profits, and
some of their trees are now yielding excep-
tional returns. On the Kamuning estate,
I hear that some of the oldest trees are
yielding 20 lbs. of latex per annum, and
some of the 22-year-old Hevea trees on
another important estate (whose prices my
readers are tired of hearing sung) have
given 50, 60 and 62 lbs. These are as-
tounding figures, and must give confidence to
genuinely investors who have supported this
industry in search of high-yielding securities
possessing immense stability, combined with
great development possibilities." "AJAX"
remarks that "the above quotation accords
with what I hear." Now we should like to
see those 62 lb. bearing trees as curiosities,
if they happen to exist, but even if we set
at the foot of them, while the stream of
latex flowed like a brook, it would not set
us to the writing of crazy articles about
production. We try to preserve a little
sanity, and we know that the thing investors
are concerned with is not the output of a
particular tree however great, but the
average yield of thousands of trees in
average soil under average conditions. If
there are a few trees yielding 20 lbs. and
upwards, it is quite correct that the fact
should be mentioned as an arboricultural
curiosity, but it is nonsense to put such
figures forward as guides to investors. There
is, for instance, our old friend Baxendale,
who recently told a meeting that he had
made the acquaintance of a tree on the
Gapis estate in Perak which gave 44 lbs.
of rubber in 15 days "from three small
cuts at the base." That, of course, is
equal to 130 lbs. in a year of 300 days,
and beats the 62 pounder completely. But
then we remember that friend Baxendale
was very worth such as when we charged
him with underestimating production in
order to make out a case against the Gov-
ernment 2 1/2 per cent duty. If anyone
will hunt up what he said about yields in
the famous official letter which we, in our
opinion, ventured to criticize, they will
not find any reference to phenomenal out-
puts. In those days, and it is only about
a year ago, Baxendale was championing
"the most heavily taxed agricultural
industry in the world."

"AJAX" differs from "AJAX" to the extent of
believing that he exaggerates the evil po-
sition of the power companies. As to those
outside Malacca we say nothing, because
the prospectus may be a mere tissue of
lies. But, while fully persuaded that there
has been a good deal of reckless talking,
we believe that, with one or two ex-
ceptions, all the Malacca companies are in
a position to work up a fair profit on the
face value of their shares. "AJAX," speak-
ing of Malacca, says: "If Malacca are at
say 15, and they drop to 13, buy some;
if they drop again to say 11, buy more,
and so on till, sooner or later, but none
the less surely, the time will come when
your snow-ball has become a snow-man."
Well, we could make a similar estimate on
the theoretical yield value of the Malacca
Plantations. But rubber is of no value in
the trees when it cannot be got out. At
this moment, Malacca Plantations has
750,000 trees about 5 years old or over,
and from these, even on the cautious
Malacca Canning scale, there should
have been a yield of about a million pounds
of rubber during the past half year. The
actual output has been 147,500 lbs.
What about the 852,500 lbs. that has
not been harvested? Do not the figures
supply a warning against banking fore-
casts and estimating on high positions
of average output? We are not criticising
the company itself because we are well
aware of the difficulty of getting enough
skilled tappers to operate on such a huge
area, and even at the small output
Malacca will pay a far dividend. But
Malacca cannot be ignored, and we do
not consider that it is prudent to exhort
investors to buy shares by dazzling them with
unrealized and unrealistic totals. To us
far, however, we agree with "AJAX" and
others who write to the same effect. To the
man who can afford to buy shares in the well-
established, dividend paying companies, the
present prices should be no bar. In most
cases they are a perfectly sound investment,
with a prospect of greatly increased value
in the future. We have still to learn what
the yield will be from trees in their tenth
or twentieth years—not isolated trees but
acres of them. It is generally put down
at about 500 lbs. per acre, and we should
certainly hesitate to quote a larger figure
for average, though it is quite possible
that it might be exceeded in a good
many cases. On the speculative side of
rubber finance we must speak with more
diffidence. The "bigger boom" may come,
but it would be rash to conclude that it
will come very soon. Eighteen months
ago, a great deal of capital was lying
at deposit interest with the banks because
there was a general feeling of depression
and few things in the "industrial" line
were tempting to capital. The boom has
come, and the spare capital has gone into it
to the extent of perhaps fifteen or twenty
millions sterling. The margin of specula-
tion is narrowed, therefore, because people
have no money to play with. The investor
may do well, but it is not now what it was
a few months ago—safe to buy because
the prospect of selling at an advantage before
the purchase became embarrassing were
almost certainities.—The Straits Times.

Intimations.

J. T. SHAW,
Tailor & Outfitter.

Hongkong, November 1, 1909.

SUTTON'S SEEDS.

SPECIAL selected collections for this

climate

VEGETABLES AND FLOWERS

IN AIR-TIGHT CASES.

\$2.50, 5.00, 7.50 and 10.50

EACH.

CHINA EXPRESS CO.,

J. DUDDELL STREET.

TELEPHONE 668.

Hongkong, May 30, 1910.

682

JAPANESE MAKERS.

EVERY KIND

OF

Footwear

MADE

TO

ORDER.

CHERRY & CO., 35, WELLINGTON STREET.

Hongkong, May 5, 1910.

678

THE BIRD IN THE HAND

(A BIRD IN THE HAND IS WORTH TWO IN THE BUSH).

THE bird in the hand to the

merchant is the customer within

the door. It requires some sort of

attraction in the first place to get the

customer there—the best at-
traction is a real live advertisement;
something good that will catch the eye
that has been carefully written, art-
istically compiled and strikingly set up.
Advertisements in the China Mail and
Overland China Mail read the best,
look the best and give the best results.

Hongkong, April 12, 1910.

484

PATELL & CO.,

Exporters & Importers

General Merchants

and

Commission Agents.

Hongkong and

Canton.

S. M. T. S. - K. I. N. G

THE TRI-METROPOLITAN CLASSIC

Translated by E. J. E. R. I. N. G., P.H.D.

To be had at the CHINA MAIL OFFICE.

Price 30 cents.

Intimations.

TORIC lenses are ground with a deep
inner curve. This inner curve of the
TORIC conforms to every movement of the
eye and makes the sight equally clear in
every portion of the glass.

TORICS will set closer to the eye than
the ordinary flat lens thus doing away with
the annoying reflections from the edge of
the glass.

For those who wish the very best in
lenses we recommend TORICS.

We manufacture TORICS on all pre-
scriptions in White, London Smoke or
Amber.



THE BEST IN LENSES.

CLARK & Co.

SCIENTIFIC OPTICIANS.

HONGKONG HOTEL MANSIONS,

(First Floor),

PEDDER ST., HONGKONG.

(Sole Manufacturers of Toric Lenses for South China).

Hongkong, July 26, 1910.

877

Make no Mistake

about it!

WATSON'S

N°10

SCOTCH WHISKY

Best from Dundee. Demand it.

Agents for Hong-Kong: SHEWAN, TOMES & Co.

Hongkong, June 25, 1909.

831

TRY

WEISMANN'S

PURE FRESH COFFEE

Roasted and ground on our

premises daily.

IN 1/2 LB. AND 1 LB. TINS.

Hongkong, July 30, 1910.

892

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Winds in

Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent

islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms: From \$5 per day. Max. Telephone Add: 'Pascotel.'

Town Office: 4, DES VIGES ROAD.

Hongkong, February 3, 1908.

Thousands of Dollars are saved by the expenditure of as many cents.

SOLIGNUM

THE Wood and Brickwork Preservative which really does what is claimed for it. IT

IS ABSOLUTE DEATH TO THE WHITE ANTS.

Extensively used by the British Government at Home and Abroad, by H.M. War

Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents.

SIEMSEN & Co., (Machinery Dept.) Hongkong.

Hongkong, December 7, 1909.

1519

THE 'ASAHI' BREWERY

IS SITUATED NEAR THE

'SUITA' SPRINGS.

THESE Celebrated WATERS are used

in the manufacture of our Beers.

PURITY GUARANTEED.

Hongkong, March 12, 1910. Hongkong, December 1.

A. S. Watson & Co., Ltd.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

BRANDY:

	Per case of 1 doz.
A—SUPERIOR PALE, Red Capsule	23
B—SUPERIOR OLD COGNAC, Red Capsule	23
WATSON'S *** COGNAC, Gold Capsule	23
C—SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	23
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
E—FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HENNESSY ***	30
BOUTELLEAU'S CHAMPAGNE LIQUEUR	40

MARIE BRIZARD AND ROGER'S

	Per Doz.
VERY FINE COGNAC	\$20.80
S. O. F. V. O.	64.30
VERY FINE LIQUEUR COGNAC, 60 Years Old	100.00

Note: For Hongkong the above Prices will be increased by the amount of duty payable—\$7.50 per Doz. n.

NO HOME

IS COMPLETE

WITHOUT A VICTOR

\$10 PER MONTH

WILL PURCHASE ONE.

A STOCK OF

200 Machines

and

10,000 Records

TO SELECT FROM

S. MOUTRIE & Co., Ltd.

Hong Kong, April 16, 1907

POWELL'S

Are introducing to their customers and the general public, a new wood for furniture construction known as

LIME WOOD

A heavy, close grained timber, eminently suited to the climate and guaranteed not to warp or crack.

FURNITURE

made from this wood is especially free from all classes of insect life, the odor of the lime wood being distasteful to all insects.

We are exhibiting, in our show-window, a collection of LIME WOOD FURNITURE, showing a complete

DINING-ROOM SUITE

WITH CHINA CABINET

AND PEDESTALS.

ILLUSTRATIONS AND QUOTATIONS ON APPLICATION.

ALEXANDRA BUILDINGS.

EMPIRE

CINEMATOGRAF THEATRE,

PREMIER HALL OF THE COLONY,

Opposite Central Market.

Performances—7.15 to 9 and 9.15 to 11.30 p.m.

Reappearance of Miss EVA HUGHES.

The eminent Soprano and Dancer

Miss MAGGIE FRAZER.

The Infantile Actor

LITTLE PERCY.

GRAND SUCCESS

of the Queen of the Banjo

Miss LAURA DIAMOND.

GRAND MATINEES

SATURDAY AND SUNDAY, at 4 p.m.

at REDUCED PRICES.

cognition of the physical and moral facts of parentage, namely, that every child had two parents who were jointly and severally responsible for its existence therefore for its guardianship and maintenance as long as it needed parental protection. It did not conduce to serious self-control among men to reduce almost to an invisible minimum the natural responsibility and guardianship of the father of children born out of wedlock. She would like to see the laws relating to parentage remodelled on the basis of the fundamental fact that every child has two parents. She would make no attempt to enter into the question whether a husband should forgive an unfaithful wife, or a wife an unfaithful husband. This must depend upon a knowledge of details in each individual case. But the contempt with which men in general spoke of "a complacent" husband compared with the reverence and deep appreciation with which they spoke of "a forgiving wife"—the wise woman who shut her eyes to her husband's transgressions—was significant of the necessity of raising to a higher level the standard of domestic morality which the average woman demanded of the average man. Woman should imitate man in this, and demand a similar fidelity from their husbands both before and during marriage. They would thus be rendering to the future the same service which men through uncounted generations had been bestowing on woman.

Another interesting witness was the Rev. G. E. WATTS-DUFFIELD, the well-known writer and vicar of St. James-the-less, Bethnal Green. Mr. WATTS-DUFFIELD belongs to the Evangelical school in the Church of England, and he has had much to do with the lower classes of society. For this reason he wished the Commission to distinguish between the real working classes and the submerged tenth when considering the matter of making divorce cheaper and easier for poor people. The submerged tenth, he urged, would not be affected by any legislation; they must be dealt with by moral influences. At present they were pests to society breeding children to become pests to society also. Amongst the real working classes, says Mr. WATTS-DUFFIELD, there was a very high regard for matrimony, and, considering their environment, the marriage tie was extremely well observed. Her marriage lines were a woman's greatest possession. In his experience there was very little desire for divorce amongst the working classes. To entrust local courts with the power of granting divorce would tend to lower the status of marriage. The county court was associated with payments for the hire of furniture and the police court with "drunks." The power of granting divorce should be reserved to the High Court. If cases of real hardship amongst the working classes were to be relieved, there should be formed a specially constituted court, with power limited to investigation and having the option of sending cases up to the proper court. The cost of such cases should be borne by the State, subject to recovery if the parties were found to possess means. In large numbers of cases separation orders were preferable to divorce. Men and women frequently came together again after separation. But separation orders had been far too numerous and too easily granted. The man was frequently dealt with much too leniently with regard to sums payable to the wife and children from whom he separated. On the one hand the man retained sufficient income to maintain, if he desired, another woman; on the other hand, the separated wife was not adequately provided for, and often for the sake of her children was almost forced into immorality. Drink was the most frequent cause of trouble. Three-fourths of the trouble would be removed if more drastic and efficient action was taken with regard to inebriates, who should be sent compulsorily to inebriate homes. On the question of amendments of the law relating to divorce, the man should be placed in the same position as the woman. The coupling

of cruelty with misconduct on the man's side tended to decrease the gravity of misconduct and was also unfair. The woman frequently felt the infidelity of her husband as much if not more than the husband that of the wife. In the best interests of family life, no further grounds for divorce should be granted. Guilty parties in divorce proceedings should not be permitted to re-marry, at least for a prolonged period, and some punishment should be inflicted for the wrong committed against the community. Really a husband in a barbarous country was better off, in Mr. WATTS-DUFFIELD'S opinion, than one living in a civilized country. In a barbarous country he could shoot the other man, but in a civilized country he was not allowed to shoot, and the State would not shoot for him.

Judging by the questions put by various members of the Commission, and particularly by the ladies, it seems that one outcome of the Commission will be the placing of woman on an equality with man in the Divorce Court, but otherwise the bars will not be materially lowered.

NEWS OF THE DAY.

Kobe now possesses the most overcrowded prison in Japan.

By the s.s. Tijianna to-day there arrived 118 deportees from the Dutch-Indies.

The Bishop of Victoria will preach at the evening service at St. Andrew's, Kowloon, on Sunday next.

A convict, under sentence of death and awaiting the result of an appeal, escaped from Fukuoka Prison and is still at large.

The cargo of silk shipped on board the s.s. Yarra which left this port on the 21st June was delivered in Lyons on the 25th July.

The silk shipped per N. Y. K. s.s. "Awa Maru," sailed hence on the 21st June, arrived in New York on Wednesday, last, 27th July, at 2 a.m.

The municipality of Trieste has awarded gold medals to the master of the Louthier Grange, the family of the dead engineer, and the captain of the Trieste.

The American Consulate General at Hongkong was warned to-day by the Manila Observatory that the cyclone or typhoon N.W. of Naha is now moving to the W.

The silk for New York shipped by s.s. Bellerophon, which sailed from Hongkong on the 15th June, was delivered in New York on 13th inst., occupying 28 days only in transit.

Mr. J. M. Dickinson, U. S. Secretary for War, was the guest of the Quill Club of Manila on July 23. He took occasion to praise the spirit of the Americans now in the Islands.

The Pacific Steam Navigation Co.'s steamer Quipue (3,669 tons, built in 1907) is missing. It is believed that the vessel, founded during a gale off the south-west coast of America.

Two further cases of plague are notified to-day, bringing the year's total up to 22. One of the cases is from the Sul Loong vegetable stall in the old Western Market, the victim having succumbed.

It is announced that Sir John Ellerman, controlling owner of the Ellerman, City, Hall, Bucknall, and other steamship lines, has contracted to purchase a large number of shares in the Shaw, Savill, and Albion Shipping Company.

The customs authorities at Zamboanga have nipped a good-sized smuggling scheme in the bud. A Japanese by the name of Nakamura came in on the Mail steamer from Davao bound for Manila. Nakamura had in his possession opium valued at P8,000.

Old gold coins, valued at Yen 30,000, were found by a farmer while ploughing land near Takao, Saga-ken, on the 8th inst. The coins were in a pot which was enclosed by flat stones, a proof that pains had been taken to preserve as well as to conceal the treasure.

About 600 Hoklo fishermen have lately taken up their quarters on Dunbell Island, but having had a bad season they are now leaving, and in order to make up for their ill-luck are committing robberies at the neighbouring islands. Last night six of the men landed at a little village on Lantau Island and attacked the two inmates of a lonely house, stabbing one in the thigh and binding the other's wrists, until the flesh was badly cut. They then stole some \$30 worth of goods and decamped. By the time warning had been given the robbers had made off.

ERVEY MAN HIS OWN DOCTOR.

It is a great many of the common ills of life the average man with a few reliable remedies at hand can be just as successful in relieving the sufferer as a renowned practitioner. Emergency remedies should be always at hand. Many times doctors will have been saved by having a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the home. No doctor can prescribe a better remedy for colic or diarrhoea. For sale by all chemists and storekeepers.

THE TETSUREI MARU DISASTER.

EIGHTY LIVES LOST.

(Independent News Agency's Service to the China Mail.)

Tuxo, July 20.

The captain of the Osaka Shosen Kaisha's steamer Tetsurei Maru, together with the crew and the rest of the passengers, numbering altogether 80 souls, are still missing and it is now generally believed that they sank with the ship when she foundered off Mokpho, Korea, last Saturday, and have been drowned.

A LAUNCH INCIDENT.

The movements of a launch in Hongkong harbour last night played on the imagination of a writer in a contemporary to such an extent that it was inferred that the craft was engaged in the smuggling in or out of the port of a number of pirates from Colowau. But the whole thing was simply explained by a case at the Magistracy this morning, which leaves no doubt that the launch had nothing whatever to do with the pirate affair at all. It appears that at about 8 p.m. P. C. Wilson was on the water police pinnace when he saw the launch in question. Suspecting her of having stolen property on board he blew four blasts for her to stop. The launch was at this time sufficiently close to the pinnace for the former's name to be plainly visible and for the coxswain to be heard remarking, "The police are coming, go full speed." The whistle was again blown and the police shouted to the coxswain to stop the launch. He, however, refused to do so, whereupon the constable fired revolver shots in the air. The side lights of the launch were then taken in, and the craft steamed out of harbour at full speed and passed through Lamma Channel. The police pinnace followed but the other boat was too fast for her, and escaped in the darkness.

To-day the coxswain of the launch was charged with refusing to obey the police order to stop and also with steaming without a light after prohibited hours. Evidence was given by the constable and the defendant denied being out with the launch, saying the craft was at anchor at the time. A sentence of \$200 and six weeks' hard labour was imposed in respect of each charge.

ARRIVAL OF THE "BANCA".

Some Noteworthy Accomplishments.

The P. and O. tourist steamer Banca, in command of Capt. Collyer, arrived in port yesterday from London and Singapore. She left London on June 12th and experienced light, favourable weather and currents up to her arrival at Port Said, which port was reached on the 24th. Very hot weather was felt in the Red Sea, with a thick haze at the southern end, while from Aden to Colombo fresh, to strong monsoon with high seas were encountered. Light variable winds and generally fine weather was met with between ports from Colombo to Penang, Port Swettenham and Singapore, which port was left on July 23rd and Hongkong reached at 2 p.m. The P. and O. boat for many years has with favourable currents throughout the run.

All last year the Banca, whose registered tonnage is 6,000, was employed carrying the three principal commercial products, iron, coal and grain. She sailed at Lorenzo Marques with 3,200 tons of Transvaal coal for the P. and O. Company and saved the situation down at Sydney during the strike by supplying fuel to five of the mail steamers so that they were able to get away to date. From Australia a full cargo of grain was loaded up for the United Kingdom and the Banca proceeded direct to Durban for coaling purposes and from thence steamed round the Cape to London. She had thus completed one of the longest non-stop voyages that has ever been accomplished by a P. and O. boat for many years—to India, Africa, Australia and back.

On her present voyage the Banca has a cargo principally consisting of railway material of all sorts for the North China ports, Pukow, Hankow and Tientsin. Capt. Collyer has some hard things to say of a steamer supposed to have dumped overboard a large boiler which was reported by the British steamer Calcutta to have been passed on the 11th inst. right in the track of steamers from Peking to Hongkong, and which has apparently not been long in the water. He says the steamer from which this dangerous thing was dropped deserves to strike an unknown rock. He also would like to know why the Clam, who passed the boiler at 4.30 p.m., did not use some means of sinking this menace to navigation, suggesting that because the Clam's fearful whirl and rush to make money nowadays there was not time to lower a boat. Fortunately the Banca did not come in contact with the obstruction and did not even sight it.

AN UNTRUTHFUL PROSECUTOR.

The tables were nicely turned on an untruthful Chinese prosecutor at the Magistracy this morning. He had previously charged James Buchanan, of the s.s. Minnesota, with stealing a roll of 50 coppers from his money changer's shop in Queen's Road East, but when the evidence was heard an independent witness spoke to seeing a Chinaman put the money into the defendant's pocket and then point him out as the man who had committed the theft. Complainant, however, swore that defendant came into his shop and took the money from the counter.

The prosecuting Chinaman was today placed in the dock, and the Magistrate (Mr. E. R. Hallifax) said to him:—I told you yesterday that I thought you had given false evidence in saying that you saw the man take the 50 cents and put them into his pocket, and I gave you full liberty to see if you have got any answer to make. Have you?—He snatched my coppers inside the shop.

I think you never saw that particular man come into your shop and take the money. I think you are telling lies. Can you show me why I should not fine you?—I am just in what I have said. Have you absolutely nothing further to say?—I will let your Worship do as you like. His Worship imposed a fine of \$50, in default, six weeks' hard labour.

TARIFF BARGAINING.

BRITAIN'S POSITION WITH JAPAN.

Is She Helpless?

(Reuter's Service to the China Mail.)

London, July 29.

In reply to Mr. Longdale, in the House of Commons last night, Sir Edward Grey refused to admit that the new Japanese tariff would exclude nearly a million pounds worth of British goods from that country annually.

Mr. Hope asked:—Is it not a fact that nothing is able to be done to protect British trade with Japan except to politely ask for a reduction of the duties?

Sir Edward Grey replied that hopes and anticipations were premature. We had better wait till the negotiations with certain other Powers were concluded. We should then be able to judge how the results obtained compared with the results obtained by other Powers. He added that the results obtained in regard to the new French tariff compared most favourably with the results obtained by other Powers.

RELIGIOUS TOLERANCE IN SPAIN.

THE GOVERNMENT AND THE VATICAN.

A Rupture.

(Reuter's Service to the China Mail.)

London, July 29.

A Madrid message says that the Premier, without confirming or denying reports of a rupture with the Vatican, has announced that the Government has received a Note from the Vatican saying it is impossible to continue the negotiations respecting the limitation of religious orders unless the Government suspended its last Edicts dealing therewith. The Premier said he would exhaust all means of prudence in the negotiations but he was determined to keep his promise to the country.

[Note—The Times correspondent at Madrid writing on June 10th stated:—The religious associations question was alluded to in the speech from the Throne in terms which allow of no doubt as to the intentions of the Government. After reiterating his sentiments of filial respect for the Pope the King declared that his Government will strive to give expression to the public aspirations for the reduction and control of the excessive number of orders and religious congregations, without impairing their independence in spiritual matters. Instructions have been sent to the Prefects to enforce the existing rules as to registration of the orders, and negotiations have been opened with Rome for the suppression of convents not needed by the different dioceses, while a reform of the law of June 30, 1887, and the framing of a new Act are announced. Meanwhile the Government, inspired by the universal spirit of liberty of conscience, has given to Article 11 of the Constitution 'the full sense of its text'. The attitude adopted by the Papal Nuncio in Madrid and the formal protest lodged by the Vatican leave no doubt as to the entire disapproval of these measures by Rome. His Holiness cannot doubt the King's desire to bring matters to a peaceful issue, but the Spanish Government is now too deeply committed to abandon a course approved by the majority of the educated classes and definitely laid down by the King in his speech yesterday. The Pope's responsibility would be great if, by an untimely rupture of relations, he were to give to the Catholic population of the north a pretext for disturbances which might result in bloodshed. The measures announced are moderate. It cannot be said that a spoliation of the religious orders is contemplated or that the Government is intending to follow in the footsteps of France.—Ed. O.M.]

THE CORONATION OATH.

DECLARATION BILL MODIFIED.

(Reuter's Service to the China Mail.)

London, July 28.

In the House of Commons to-day the Declaration Bill, in its modified form which conciliates everybody except extremists, was read a second time.

TURKEY'S GROWING NAVY.

(Reuter's Service to the China Mail.)

London, July 28.

In Constantinople it is reported that the purchase has been arranged of two German cruisers of 12,000 tons at £500,000 each.

LIBERIA.

(Reuter's Service to the China Mail.)

London, July 28.

Attention has been drawn to the action of the United States in offering to take charge of Liberia, its finances, military organisation, agriculture and boundary questions. It is understood that with the approval of Great Britain, France and Germany, President Taft has asked the New York bankers, Messrs. Kuhn & Loeb, to advance to Liberia a loan probably amounting to \$400,000 with French and German groups participating.

[Note—Liberia is an independent Negro Republic on the coast of Western Africa. It has an area of about 43,000 square miles, while the population numbers nearly 1,500,000, including about 10,000 Americo-Liberians. The Republic was founded by the American Colonization Society in 1820, and has been recognised by the United States and the European Powers since 1847 as an independent State. The executive power is vested in a President elected for four years, assisted by a ministry; there are two houses of Legislature, the Senate, with eight members elected for four years, and the House of Representatives with fourteen members elected for two years. President Barclay's term expires in January next. There is no regular army, but a frontier force under European officers is being raised. The organisation of the Customs is being carried out with successful results by officers lent by the British Government.—Ed. O.M.]

INTERNATIONAL COURTESIES.

(Independent News Agency's Service to the China Mail.)

Tokyo, July 29.

The Emperor of Korea has visited Viscount Terachi, the Resident General, at his official residence.

YUAN SHIH-KAI.

ONCE MORE IN FAVOUR.

(Wah Tsai Yat Po's Service.)

Peking, July 28.

The Prince Regent intends appointing Yuan Shih-kai, the ex-Viceroy of Chihli, to an important post and the Grand Secretariat has despatched two officers to the late official's residence at Wai-Fai-Fu, Honan Province, in order to disclose the Prince's plans.

MACAO DELIMITATION.

CANTON VICEROY URGES ACTION.

(Wah Tsai Yat Po's Service.)

Peking, July 28.

H.E. Yun Han Hsun, Viceroy of Canton, has wired to the Wai-wu-pu urging them to negotiate without delay with the Portuguese Minister in order to prevent further encroachments.

MISSIONARY CLAIMS.

(Wah Tsai Yat Po's Service.)

Peking, July 28.

During the recent riots in Lai Yang District, Shantung, losses were experienced by German missionaries. The German Minister has now applied to the Wai-wu-pu for compensation.

A STRAIGHT TIP.

Be sure and take a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy with you when starting on a trip. It cannot be obtained on board the trains or steamers. Changes of water or climate often cause sudden attacks of diarrhoea, and it is best to be prepared. For sale by chemists and druggists.

CLARETS.

Our Stock of Clarets is unequalled, and our prices will be found most reasonable.

Our Clarets are from the famous house of HANAPPIER & CO., of Bordeaux, and include

Cotes, Medoc, St. Julien, Cos St. Mitchel, Chateau Lacyville.

Chateau Larose, Chateau Pontet Canets, Chateau

Mouton-Rothschild, etc., etc.

Five per cent discount will be allowed by us for large orders.

H. Price & Co., Ltd.,
12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong, July 28, 1910

PIRATES' FINAL STAND.

VIVID DESCRIPTION OF THE LAST FIGHT.

Residents Returning to Colowan.

(From Our Own Correspondent)

MACAO, July 28.

We awoke yesterday morning to learn that the night had been uneventful and as the day wore on persistent rumors reached us that peace reigned anew at Colowan.

At half past twelve yesterday the Patria returned without having fired a single round; and though neither the officers nor the men had occasion to land, we were told that life in the island had resumed its normal calm.

I regret my informant should have given slightly of the track in regard to the recent skirmish, for I have since been favoured with unquestionable data regarding the disclosure of the fastness at Hak Sah and the subsequent brush with the outlaws.

Prior to being sent to the Portuguese forces to the pirate's strong hold at Hak Sah the statements of the two ex-captives were taken separately and when found that the two ciphers were despatched to Colowan as already stated.

They proceeded on their search followed by the Commanding Officer, Major Magalhães, and half the number of his available men. The youth seemed more cognizant of the route, but still it took him fully an hour and a half to locate the retreat, when he suddenly cried: "Here we are!" and pointed to a sloping boulder which overtopped a tiny rock bound cove.

A small party of men drew near the spot while the rest of the contingent circled round and above the site. Almost hidden in the story, masses could be discerned two apertures which were a trifle larger than an ordinary *cave de bœuf*. Clear limpid water oozed from the fissures. On peering into the holes the men heard voices within and notified the Commandant. The latter then asked who among his men were ready to venture within the recesses. Three men instantly expressed their willingness to hazard the task. A sergeant stood by while two privates made for the openings. One took the left and the other the right. The branches were so narrow that the poor fellows had to remove their coats and accoutrements before they could wriggle through. Once inside they were able to stand up with perfect ease though plunged in gloom but for the streams of light filtering through the holes. Private No. 139 observed some characters on the sand and drew his comrade's attention to them. "I see some writing here; the place must be tenanted. Do you see that Chinaman there?" The other, No. 164, replied in the negative. No. 139 persisted in his assertion adding he could now discern a table and a light. "Do you think it?" said No. 164, whereupon No. 139 levelled his rifle and fired. The inmate fell but the man was unable to say whether he was killed or merely wounded. As the two privates advanced they were greeted with a shower of bullets which told of a numerous gathering. No. 139 was wounded in the knee-cap after the bullet had shattered his arm. The two men retreated to the openings. No. 146 was the first to get into the open upon his companion asked to be dragged out as he was disabled.

Yet we have heard the Portuguese soldiers taxed as politicians, and the same witnesses suggested bombardment. And what about the poor kidnapped children who were the main objects of the pirate chase? Portugal, as will be obvious to any sensible unbiased critic, had to proceed with the utmost caution. No suspicious character was allowed to elude her grasp. Such individuals were shot when they evaded arrest. Then the officers never undertook an attack before exhausting the outlaws to surrender. Extreme measures were resorted to only when they proved defiant. This last siege was prolonged from the evening of the 5th throughout the night and morning of the 26th. Dynamite was not resorted to until the pirates were driven to the point of submission. The night was pitch dark for the moon had not yet risen. In the gloom, one by one, the outlaws left their refuge and ascended themselves behind the boulders and knolls. They next started a fusillade which they indulged in intermittently until daybreak when the soldiers could make out the direction the smoke issued from. A rush was planned. Poor marksmen! Like hens in a poultry yard they were netted one after the other. The Commanding Officer then approached the aperture of the cave and acquainted the pirates, through the medium of his interpreter, of the capture of their comrades, counselling surrender with the alternative of annihilation, adding that they would not be ill-used. There was no reply and a further attempt was made. After a short interval eight women came out and behind them a band of outlaws who all gave up their arms. They were asked if any more of their gang were within the fastness and on being answered in the negative the troops forced an entry and were convinced after an out and out inspection that the recess was empty. The forces appreciably enriched their stock of arms and munitions and then secured the neighbourhood of Hak Sah. At a certain point they came upon a young man concealed in the tall grass who fired at the troops and was wounded in return, being later conveyed in a stretcher to Macao. This individual held a small travelling bag wherein were found six dynamite cartridges. At the soldiers' lunch hour was high and the bivouac close to where he was in hiding his designs are pretty obvious.

After reconnoitering the environs and the forces returned to Colowan. During the night 9 men were captured who attempted to flee, five men surrendered and five women and three children were detained who were presumably hostages.

Who is there that would impeach the Portuguese troops for lack of courage or alertness? There they were on the scene as soon as intelligence reached Macao that the affair was likely to prove exciting. Their numbers were continually reinforced as necessity demanded. The quiescence was ignorant and slow and turned out to be more of a drag than an

auxiliary. In a word, every possible means was resorted to in order to trace and entrap the outlaws. H.E. the Governor had no notion that matters would take such a turn. Though news of the kidnapping had already reached his ears indirectly he could take no steps till the affair was officially brought to his notice. Then, as we know, he set out hot haste about it. It was no speculative attempt, but an undertaking prompted by a high sense of duty to suppress the lawless element.

The conflict was a surprise as H.E. the Governor had been over only a week before the outbreak and had been hailed by the village folk when he granted a petition relative to the land taxes.

The trading and agricultural sections are honest and hard working. It is only the Hak Sah area that is unreliable and suspicious. When His Excellency went over yesterday with Colonel Rodriguez and Lieutenant Lima the good folks were enraptured and ran after the party with expressions such as, *Pai Chong, Tai Yat, Tuo Chio*, etc., which showed they were mighty grateful for having been rid of a bugbear.

The success of the struggle held out no exceptional advantages to Portugal. China the outcome in the best sense of the word. Macao and its dependencies had never suffered at the hands of the pirates.

The stone-cutters have resumed work and many settlers and their families are back from their temporary exile on the island of Taijia. H.E. the Governor has authorized the resumption of the launch service from Macao. His Excellency seems hopeful about the future of Colowan. The crying need of a sharp lookout and a sufficient garrison are foregone conclusions.

But out of evil good may come and with the agricultural and industrial possibilities, its healthy mountain air and tempting bathing resorts Colowan may with art and perseverance come to be no mean rival of its flourishing neighbour over the way if its resources are judiciously exploited.

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

Residents in Macao refuse to give credence to the reported utterances in a Hongkong morning paper of Commodore Wu who has always been on the best terms with His Excellency the Governor and the military authorities and believe that he is too much of a gentleman to be so indiscreet. [Note:—We have it on excellent authority that Commodore Wu absolutely refused to be interviewed while in Hongkong and would say nothing with regard to the pirate trouble.—Ed. C.M.]

THE RAILWAY.

Preparing for the Opening.

The officials of the British section of the Kowloon-Canton Railway are just now very busy preparing for the opening of the line, which is, according to present plans, to take place early in September. Yesterday for the first time the piece of line between Huihung and Yau-mai was traversed by one of the big locomotives, and now the permanent way is quite complete from the Kowloon terminus up to the frontier. A thorough trial of the line is to be made on Saturday, while, as already announced, the official run by Sir Henry May is to come off on Wednesday next.

The opening of the line at this stage has been deemed advisable in order to work up the light local traffic, and to transport material for the Chinese section if required, all of which will help in earning revenue. For a time, however, the complete rolling stock will not be available. This is because of the delay in the supply from Home of the iron framework for the passenger cars, which was to have been delivered in the early part of the year but which as yet has not arrived in the Colony. The bodies of the cars have been built at the Hongkong and Whampoa Docks and are quite ready for the addition of the necessary iron-work. By reason of this delay it will not be possible for the proper cars to be used at the opening or for some time afterwards. Accordingly, ten four-wheeled covered goods waggon have been converted into temporary passenger coaches, eight being fitted as third class cars and the other two as first class. These will be used until the other coaches are in readiness. These latter coaches will be of most approved style. They will number eight altogether and will be of what is known as the corridor bogey type, illuminated with electric light, and possessing every convenience. They will be of the following classes:—

One First Class, to seat 32 passengers; one First and Second Class combined, to seat 24 First Class and 44 Second Class passengers; one Second Class, to seat 64 passengers; three Third Class, to seat 120 passengers each; one Third Class, Luggage and Brake, to seat 24 passengers; one Third Class, Mail and Brake, to seat 28 passengers. The total weight on the rails of each coach is 14 tons. The goods waggon will number about 40 and will be of varying carrying capacity, ranging from 30 tons to 15 tons.

Altogether there will be four locomotives used on the section, though the two smaller of these will not be available at the beginning of next year, as they are being used in construction work by Messrs. Leigh and Orango up to that time. The other two are magnificent types of engines, each having a total weight of 89 tons 10 cwt. They are six-wheeled coupled diesel tank engines and will prove especially valuable for the peculiarities of the line over which they are to run, enabling the complete run through to be made without the necessity of stopping to take in water.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

At the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Huihung. These are thought to be all that is necessary for the time, probably until the opening of the Chinese section. It was in the early days, intended to have the terminal station on Kowloon Point, but the proposal of Mr. Lindsay, the present Chief Resident Engineer, to have it located at Huihung has not received the approval of the Secretary of State. So in the course of time more substantial station buildings will be erected at Huihung, which will serve the native population well and also be equally convenient for those residing on the Hongkong side, for a pier will be constructed adjoining the station, and all passengers will be conveyed across the harbour.

STATUTE BARRED.

"In some of the particulars given me by my friend, Mr. F. X. D'Almada, the Chinese characters show that the action is statute barred owing to the date," said Mr. P. W. Goldring, at the Supreme Court this morning, before Mr. Justice Hazland, when a case was mentioned. "Mr. D'Almada also claims that the cross action is statute barred for a like reason," added Mr. Goldring. The case was adjourned.

ATTORNEY GENERAL OBJECTS.

Mr. E. Shenton appeared for Messrs. Lane, Crawford and Co., Ltd., before Mr. Justice Hazland at the Supreme Court, this morning, who sued C. F. Forbes to recover \$81.

Mr. J. H. Gardiner, for defendant, said he was instructed to consent to judgment but asked that the costs be allowed.

Mr. Shenton—I object. There is a garnishee order due to-morrow. Mr. Gardiner—It can't be done.

Mr. Shenton—The Attorney General objects. His Lordship—I can't go into that. I will give judgment for plaintiffs with costs but will make no order.

CORRESPONDENCE.

"THIS AND THAT SHOULD BE."

(To the Editor of the "CHINA MAIL.")

Sir—People are quite sick of hearing so many opinions on the matter of Colowan affairs, especially the imaginary reports and advice given by some so-called experts in tactics. Why not do this and that? "This should be so and that should be so." Well, to all those who have put such questions to me, I would only say:—

Let them go to Colowan and act on their advice; it's no use talking, we want action. Now is the time for them to face danger, and if their words coincide with their actions, they are entitled to style themselves "heroes," not otherwise. *Nemo solus sapit*. This is good advice. Those who are experts in pirate catching let them come forward and show what they can do. We do not wish to hear so many things that are creating so much disgust. "Speak less and do more."—Yours, etc.

SALOMONIS.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

The report of the board of directors to the ordinary half-yearly meeting of shareholders, to be held at the office of the company on Tuesday, the 9th August, says:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES name —

STEAMERS	To SAIL ON	REMARKS
SHANGHAI, via SWATOW, AMOY, KEELUNG, and KEELUNG	DEVANHA About 4th August	Freight and Passengers
LONDON, via SWATOW, AMOY, KEELUNG, and KEELUNG	ASSAYE Noon, 6th August	See Special of CAIL
LONDON & ANTWERP, via SWATOW, AMOY, KEELUNG, and KEELUNG	POONA 3 p.m., 10th August	Freight only
SHANGHAI, MOJI, KOBE, and YOKOHAMA	PERA About 11th August	Freight only

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki, Kobe, Yokohama, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec (Subject to Alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec:
EMPEROR OF JAPAN SATURDAY, 6th Aug.	ALLAN LINE FRIDAY, 2nd Sept.
EMPEROR OF CHINA TUESDAY, 16th Aug.	EMPEROR OF BRITAIN FRIDAY, 23rd Sept.
EMPEROR OF INDIA SATURDAY, 27th Aug.	ALLAN LINE FRIDAY, 14th Oct.
EMPEROR OF JAPAN SATURDAY, 5th Oct.	EMPEROR OF IRELAND FRIDAY, 4th Nov.
EMPEROR OF CHINA TUESDAY, 8th Nov.	

Empress Steamships leave Hongkong at 6.00 p.m. and 'Monteagle' at 12 Noon.

Each Trans-Pacific Empress connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The Empress of Britain and Empress of Ireland are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and the Atlantic are equipped with the latest wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (terminals intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port New York.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. GRADDOCK, General Traffic Agent, Corner Radder Street and Praya (opposite Black Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO. FOR PORTLAND, via MOJI, KOBE, YOKOHAMA, HAKODATE and SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Captain	To SAIL
BENRIK ISEN	4078	CHRISTIAN SMITH	5th August, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	Captain	LEAVING
HAIYAN	Capt. J. W. Evans	FRIDAY, 29th July, at 10 a.m.
HAIYANG	Capt. A. M. Hodgins	TUESDAY, 2nd Aug., at 10 a.m.
HAIHING	Capt. W. C. Passmore	FRIDAY, 5th Aug., at 10 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	Captain	LEAVING
HAIMUN	Capt. A. H. Stewart	SUNDAY, 31st July, at 10 a.m.
		WEDNESDAY, 3rd Aug., at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf (near Black Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, June 23, 1910

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Aug. 26	Aug. 20th, at Noon.
EASTERN	Sept. 23	Sept. 17th, at Noon.
ALDENHAM		Oct. 12th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to

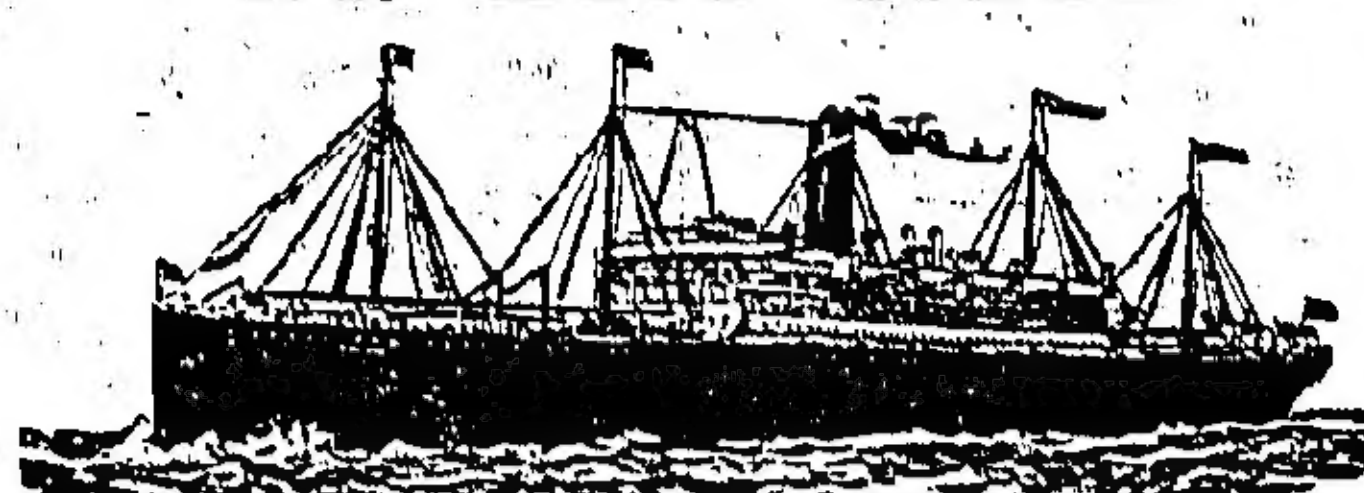
GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1909.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SAILING DATE	SAVING DATE
NIPPON MARU	11,000	SATURDAY, 30th July, at 1 p.m.	30th July, at 1 p.m.
SIBERIA	18,000	SATURDAY, 30th Aug., at 1 p.m.	30th Aug., at 1 p.m.
MANOUELA	37,000	SATURDAY, 30th Aug., at 1 p.m.	30th Aug., at 1 p.m.
CHIEF MARU	21,000	SATURDAY, 30th Aug., at 1 p.m.	30th Aug., at 1 p.m.
MONSIEUR	21,000	SATURDAY, 17th Sept., at 1 p.m.	17th Sept., at 1 p.m.
TENYO MARU	21,000	SATURDAY, 24th Sept., at 1 p.m.	24th Sept., at 1 p.m.
KOREA	18,000	SATURDAY, 1st Oct., at 1 p.m.	1st Oct., at 1 p.m.

The T. S. K. s.s. NIPPON MARU will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, July 30th, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120 24 months £125; including Berth and Meals across America.

INTERMEDIATE SERVICE.

China 10,200 Tons, SATURDAY, 13th Aug., at 1 p.m.

Asia 9,500 Tons, SATURDAY, 3rd Sept., at 1 p.m.

The s.s. CHINA will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 13th, at 1 p.m.

The line Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports £245.

Hongkong to New York via New York £245.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, King's Building (opposite Black Pier).

FRED J. HALTON, Agent.

OSAKA SHOSHEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via KEELUNG, MOJI, KOBE & YOKOHAMA	CHICAGO MARU, Capt. I. Goto	8,182	Wednesday, 10th Aug., at Noon.
Do.	TACOMA MARU, Capt. H. Yamamoto	8,178	Wednesday, 7th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for passengers, passenger-situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parole. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI	DAIGI MARU, Captain H. Murayama	SUNDAY, 31st July, at 10 a.m.
ANPING, via SWATOW, AMOY	JOSEPH MARU, Capt. Y. Yamamoto	WEDNESDAY, 3rd Aug., at 10 a.m.
SHANGHAI, via SWATOW, AMOY AND FOCHOW	BUJUN MARU, Captain Y. Fuzono	THURSDAY, 4th Aug., at 10 a.m.

SPECIAL REDUCTION OF 20% will be allowed to 1st and 2nd Class passengers to ZOOLOU during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with the Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, £73.00. 2nd Class, 55.00. 3rd Class, \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout.

The newly built steamers: 'Crossed' and 'Borun'—First-class cabins—AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	KLEIST, Capt. O. Fabke	(17,000)	THURSDAY, 11th Aug., at 10 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GOEBEN, Capt. G. Bolke	(17,300)	WEDNESDAY, 10th Aug.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ WALDEMAR, Capt. F. Isoko	(6,100)	SATURDAY, 13th Aug., at Daylight.
YOKOHAMA AND KOBE	PRINZ SIGISMUND, Capt. D. Lenz	(8,000)	TOURDAY, 23rd Aug.
ECUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill	(5,050)	End of August.

For further Particulars apply to

Norddeutscher Lloyd, MELOHRS & CO.,

General Agents, Hongkong & China

GERMAN SHIPBUILDING.

From the official statistics of ships built in private German shipbuilding yards for Germany and other countries, and ships built in other countries for German owners, it appears, says Engineering, that the German shipbuilding trade was not so busy in 1909 as it was in 1908. The year 1908 was, of course, one of exceptional activity for the shipbuilding trade all over the world. Of 723 ships built in 1900, to German owners, 247 (aggregating 218,838 register tons) were steamships, and fourteen of these, again, war vessels: 809 vessels were constructed for the merchant service, 147, of these being steamboats; and 100 ships were river-boats; the corresponding numbers for the year 1908 had been 17 vessels for the navy (of 38,280 tons), 671 ships for the merchant service, and 114 for the river traffic, a total of 802 ships, aggregating 263,036 register tons. As regards ships built to foreign (not German) orders, there were, continues Engineering, in 1909 three small naval boats (against nine in 1908 and 18 in 1898); 71 merchant fleet boats (73 in 1908 and 27 in 1898); 17 river-boats (25 in 1908). The total is thus 91 vessels, aggregating 23,995 tons (against 98 vessels, of 18,707 tons, in 1908, and 57 vessels, of 33,755 tons, in 1898). The total number and tonnage of vessels built in private yards in Germany amounted in 1909 to 814 ships (aggregating 327,230 tons), whilst there were 900 vessels, of 270,743 tons, in 1908, and 333 vessels, of 208,655 tons, in 1898. This increase in the size, expressed in registered tons, it will be noticed, is far smaller than the increase in the number of vessels. The 143 merchant vessels constructed abroad in 1909, 40 German orders had a total tonnage of 67,477 tons, while the 186 vessels built in 1908 registered 91,812 tons. The number of river-boats ordered abroad was almost the same in the two years—19 in 1909, and 18 in 1908; but the average tonnage had increased in this case, the total tonnage being 3222 for 1909 and 1135 for 1908. Thus, adds Engineering, we have the following total of ships built abroad to German orders in the years 1898, 1908, and 1909: 48 vessels, of 52,068 register tons, in 1898; 184 vessels, of 92,947 register tons, in 1908; and 152 vessels, of 70,809 tons, in 1909.

RUSSIA INSURANCE COMPANY.

ST. PETERSBURG, RUSSIA.

TOTAL ASSETS.....Rubles 73,000,000.

NOTICE IS HEREBY GIVEN that Messrs MELOHRS & CO. have been appointed our AGENTS in Hongkong.

Referring to the above Notice, we have taken over the Agency of the

RUSSIA INSURANCE COMPANY, St. Petersburg, Russia.

And we are prepared to accept Orders for FIRE & MARINE INSURANCE (European and Chinese Risks) at Current Rates.

MELOHRS & CO., Insurance Dept.

Hongkong, February 4, 1910. 168

NORTH BRITISH & MERCANTILE INSURANCE CO.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1909, £19,875,957.

I—Authorized Capital £8,000,000

Subscribed Capital £3,475,000

Paid-up Capital £1,312,500 0 0

II—Fire Funds 3,488,136 8 7

III—Life & Annuity Funds 15,089,332 10 11

Sinking Fund Account 53,388 4 0

..... £19,875,956 19 6

Revenue Fire Branch..... 2,562,998 17 10

Life & Annuity 1,897,636 14 3

Branches..... 1,897,636 14 3

Marine Department 208,921 7 8

Other Receipts 56,252 8 1

..... £24,455,805 7 10

The Accumulated Funds of the Fire and Life Departments are free from Liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

WING ON CO.,

TAILORS AND OUTFITTERS.

HAVE JUST RECEIVED NEW SHIPMENTS OF

Drapery, Grocery, Iron-mongery, Crockery, Glass and China Ware,

Furniture, Watches & Clocks.

The Cheapness and quality of their Goods have no equal.

209-213, DES VŒUX ROAD CENTRAL,

107, CONNAUGHT ROAD CENTRAL,

(Trans pass the Door).

Telephone 189.

Hongkong, June 18, 1910. 772

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SINGAPORE, PENANG, AND CALCUTTA	NAMSANG SATURDAY, July 30, at Noon.	
TIENSIN via SWATOW, WEIHAIWEI & CHEFOO	CHEONGSHING SUNDAY, July 31, Daylight	
SHANGHAI, PENANG, AND CALCUTTA	KWONGSANG, SUNDAY, July 31, Daylight	
SINGAPORE, PENANG, AND CALCUTTA	LAISANG WEDNESDAY, Aug. 3, at Noon.	
TIENSIN	CHIPSING FRIDAY, Aug. 5, at Noon.	
MANILA	LOONGSANG FRIDAY, Aug. 5, at 6 p.m.	
SHANGHAI, KOBE, AND MOI	FOOKSANG FRIDAY, Aug. 19, at Noon.	

RETURN TOURS TO JAPAN, Occupying 24 days.

THE steamers Kiang, Namang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Obatoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Koda, Lahad Daru, Singapore, Taiwan, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Sub. Exch. 4. Telephone No. 215.

JARDINE, MATHESON & Co., Ltd. General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To SAIL
SHANGHAI	ANNUY July 31, Daylight.	
MANI	TRAN Aug. 2, at 3 p.m.	
TIENSIN	KUICHOW Aug. 3, at 4 p.m.	
SHANGHAI	CHENAN Aug. 4, at 4 p.m.	
ILOILO & CEBU	SUNGIANG Aug. 5, at 4 p.m.	

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SUREW STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SUREW STEAMERS (S.S. Anhai, Chenan, Kianan, Chihuan)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES.—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 86.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

sails

S.S. Kyo Maru 17,200 Aug. 25th, at noon.

S.S. Bujo Maru 10,500 Oct. 22nd, at noon.

S.S. Hongkong Maru 11,000 Dec. 21st, at noon.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMeward PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Days	Leave	Arrive	Days	Leave	Arrive
DELHI	8000	Feb. 4	Mar. 18	Mar. 4	Mar. 10	Mar. 24	Mar. 24
ARCADE	7000	Feb. 18	Mar. 12	Mar. 18	Mar. 24	Mar. 24	Mar. 24
ASSATE	7500	Mar. 4	Mar. 18	Mar. 24	Mar. 24	Mar. 24	Mar. 24
MAKORA	10500	Mar. 18	Mar. 18	Mar. 24	Mar. 24	Mar. 24	Mar. 24
DEVANHA	8000	Apr. 1	Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 15
DELHI	8000	Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 15
ASSATE	7500	Apr. 29	Apr. 29	Apr. 29	Apr. 29	Apr. 29	Apr. 29
DELTA	8000	May 13	May 13	May 13	May 13	May 13	May 13

Passengers change steamers at Colombo, and those for BOMBAY transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.FARES TO LONDON (including Suez).
1st Saloon... £110 Single, £210 Return.
2nd " £72.50 " £145 " "In addition to the above Mail Steamers the following:-
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	TONNAGE	Leave	Arrive	Days	Leave	Arrive
SUNDA	4700	Jan. 25	Mar. 11	Mar. 11	Mar. 11	Mar. 11
NUBIA	4700	Feb. 8	Mar. 24	Mar. 24	Mar. 24	Mar. 24
SYRIA	4700	Mar. 22	Apr. 7	Apr. 7	Apr. 7	Apr. 7
NORE	4700	Apr. 5	Apr. 21	Apr. 21	Apr. 21	Apr. 21
PALAWAN	4700	Apr. 19	May 4	May 4	May 4	May 4
BOENEO	4700	May 3	May 19	May 19	May 19	May 19
SICILIA	4700	May 17	Jun. 1	Jun. 1	Jun. 1	Jun. 1
SUMATRA	4700	May 31	Jun. 15	Jun. 15	Jun. 15	Jun. 15
NILE	4700	Jun. 14	Jun. 28	Jun. 28	Jun. 28	Jun. 28

These Steamers call also at Singapore, Penang, Colombo, and at Mauritius.
FARES TO LONDON (including Suez).
1st Saloon... £55.00 Single, £110 Return.
2nd " £35.00 " £70 " "For further particulars apply to
E. A. HEWETT,
Superintendent.MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	AUSTRALIEN	Mouton	Aug. 1, p.m.
MARSEILLES, Via Port	ERNEST SIMONS	Günard	Aug. 2, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	SALAZIE	x	Aug. 15, p.m.
MARSEILLES, Via Port	POLYNESIEN	Bruno	Aug. 16, at 1 p.m.

TRANSFERRING ON THE C. S. STEAMERS AT SHANGHAI FOR BATAVIA, at Colombo for CALCUTTA, BOMBAY AND AUSTRALIA, at Port Said for the LEVANT, CONNOR and BLACK SEA.
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours delay from MARSEILLES to London. Interceptors meet passengers on their arrival in Marseilles.For further particulars apply to
P. THOMAS, Agent,
QUEEN'S BUILDING.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	R. Rodger	Manila	Saturday, July 30, at Noon.
ZAFIRO	2540	A. Fraser	Manila	Aug. 6, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	R. Rodger	Manila	Saturday, July 30, at Noon.
ZAFIRO	2540	A. Fraser	Manila	Aug. 6, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.S.S. WRAY CASTLE... on or about 6th August.
For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, July 12, 1910.

Shipping.

HAMBURG-AMERIKA LINIE,
HAMBURG.EAST-ASIATIC FREIGHT SERVICE.
REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
via STRAITS AND COLOMBO

To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

Taking Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.
AND ALSO NORTH AND SOUTH AMERICAN PORTS.
Also via Aden or Port Said, by the Company's 'Arabia' and 'Persian Service' to Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Havre & Hamburg	S.S. BRISGAVIA... 5th Aug.
For Rotterdam, Hamburg & Awerp	S.S. SEGAVIA... 9th Aug.
For Havre & Hamburg	S.S. SCANDIA... 13th Aug.
For Havre & Hamburg	S.S. SLAVONIA... 20th Aug.
For Marseilles & Hamburg	S.S. SAXONIA... 26th Aug.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong OfficeFOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.
Through Bills of Lading issued for BATAVIA, PERAK, GULF, CONNOR, TIENTSIN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ASSATE, Captain O. J. Jones, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th August, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's Steamship Moseola 9505 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables all Carriage Free, and Teasels (London and Antwerp) will be transhipped to Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the R.M.S. Himalaya, due in London on the 13th September, 1910.

Passels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, July 23, 1910.

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship CARDIGANSHIRE, Captain W. O. Evans, will be despatched as above on or about 13th August.
For freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, July 25, 1910.

Notices to Consignees

FROM EUROPE.

THE H.A.L. Steamship SAXONIA, Captain BALLE, having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, when delivery may be obtained against Bills of Lading countersigned by the Underwriter. Bills of Lading will be forwarded unless notice to the contrary be given before 10 a.m.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August will be subject to rent. All broken, chafed and damaged Goods must be left in the Godowns where they will be examined on the 2nd August, at 9 a.m. No Fire Insurance will be effected by us in any case whatever. This steamer brings on cargo:- Ex s.s. Pennsylvania from New York. Ex s.s. Sines from Seattle. Ex s.s. Fritz from Stettin. Ex s.s. Fritz from Hamburg-AMERIKA LINIE, Hongkong Office.
Hongkong, July 27, 1910.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.
STEAMSHIP WELSH PRINCE.
FROM NEW YORK.CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., when delivery may be obtained. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd August, at 9 a.m. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 6th August, or they will not be recognized. No Fire Insurance has been effected. ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, July 27, 1910.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Laisan, having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from along-side. Cargo impeding the discharge or remaining on board after 4 p.m., the 25th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, July 27, 1910.

Notices to Consignees

CHARGEURS REUNIS.

ALL ROUND THE WORLD LINE.

NOTICE TO CONSIGNEES.

FROM HAVRE, MARSEILLES AND STRAITS.

THE Steamship AMIRAL HAMELIN, Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, when delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 9 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by P. A. LAPOQUE & CO.,
No. 4, Queen's Building.
Hongkong, July 23, 1910.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ WALDEMAR, having arrived. Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, when delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 9 a.m. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter. Bills of Lading will be forwarded unless notice to the contrary be given before 10 a.m.

No claims must reach us before the 5th of August, 1910, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter. Bills of Lading will be forwarded unless notice to the contrary be given before 10 a.m.

This steamer brings cargo:- Ex s.s. Lohrigen from Adelaide. NORDEUTSCHER LOYD, MELOERS & CO.,
General Agents.
Hongkong, July 26, 1910.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ LUDWIG, having arrived. Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, when delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd August, at 9 a.m. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter. Bills of Lading will be forwarded unless notice to the contrary be given before 10 a.m.

All claims must reach us before the 5th of August, 1910, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter. Bills of Lading will be forwarded unless notice to the contrary be given before 10 a.m.

This steamer brings cargo:- Ex s.s. Cato from Yokohama. Ex s.s. Cato from Seattle. Ex s.s. Cato from Stettin. Ex s.s. Cato from Hamburg-AMERIKA LINIE, Hongkong Office.
Hongkong, July 27, 1910.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP WELSH PRINCE.

FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., when delivery may be obtained. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd August, at 9 a.m. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 6th August, or they will not be recognized. No Fire Insurance has been effected. ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, July 27, 1910.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Laisan, having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from along-side. Cargo impeding the discharge or remaining on board after 4 p.m., the 25th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, July 27, 1910.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ LUDWIG, having arrived. Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, when delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd August, at 9 a.m. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter. Bills of Lading will be forwarded unless notice to the contrary be given before 10 a.m.

All claims must reach us before the 5th of August, 1910, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter. Bills of Lading will be forwarded unless notice to the contrary be given before 10 a.m.

This steamer brings cargo:- Ex s.s. Cato from Yokohama. Ex s.s. Cato from Seattle. Ex s.s. Cato from Stettin. Ex s.s. Cato from Hamburg-AMERIKA LINIE, Hongkong Office.
Hongkong, July 27, 1910.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP WELSH PRINCE.

FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., when delivery may be obtained. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd August, at 9 a.m. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 6th August, or they will not be recognized. No Fire Insurance has been effected. ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, July 27, 1910.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE
VIA DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1910).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (each 2,877 tons as follows:-

NORTH-BOUND

Shanghai (Steamer)	Train	Days	Time
Dairen (Train)	Train	Sat.	1.00 p.m.
Mukden (Train)	Train	Sun.	10.24 p.m.
Changchun (Train)	Train	Mon.	10.45 p.m.
Harbin (Train)	Train	Tue.	8.00 a.m.
Shanghai (Steamer)	Train	Wed.	11.40 a.m.
Harbin (Train)	Train	Thurs.	8.30 p.m.

Connecting at Harbin with State Express Wagon-Lite for Moscow. State Ex. for Moscow. State Ex. for St. Petersburg.

SOUTH-BOUND

Harbin (Train)	Train	Days	Time
Changchun (Train)	Train	Tuesday	11.50 a.m.
Mukden (Train)	Train	Wednesday	8.40 p.m.
Dairen (Train)	Train	Thursday	8.00 p.m.
Shanghai (Steamer)	Train	Friday	4.30 a.m.
Harbin (Train)	Train	Saturday	1.30 p.m.
Shanghai (Steamer)	Train	Sunday	1.30 p.m.

TICKET AGENCIES-The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Cook & Son.

RAILWAY HOTELS-YAMATO HOTEL (Tel. Add: 'Yamato') At Dairen Port Arthur and Changchun, and also very shortly at Mukden, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY Dairen.

Tel. Add: 'Mantatsu' Codes: A.B.C. 5th Ed., A.I. & Lieber's.

FUSHUN COAL

The best steaming coal in the Far East.
Output 3,000 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Chefoo, Shanghai, Hongkong, Singapore and Penang.

Agents: MITSUI BUSSAN KAISHA, LD.

SOUTH MANCHURIA RAILWAY CO. DAIREN.

Tel. Add: 'Mantatsu' Codes: A.B.C. 5th Ed., A.I. & Lieber's.

Hotels.

KING EDWARD HOTEL

HIGH-CLASS HOTEL.

Takes afternoon tea rooms. Private bar and billiard room. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Taste Dishes at Separate Tables. Telephone No. 690. For Terms, etc., apply to the MANAGER, Hongkong, October 2, 1908.

VICTORIA HOTEL

SHAMEN, CANTON.

Manager, Mr. H. HAYES. Telephone Address: Victoria Shamens. Situated on the British Concession.

MACAO HOTEL

MACAO.

Telegraphic Address: Farmer Macao. Situated in the Centre of the Praya Grande. Both Hotels electrically lighted and under experienced European Supervision. Guides and Cabmen Provided. Every Information and special attention to Tourists. Reasonable Rates. Wm. Farmer, Proprietor, Macao, May 13, 1908.

BRASSIDE, PRIVATE HOTEL.

STANDING in its own grounds with large and well furnished rooms. Large airy and comfortable. Fine view of the Harbour. Telephone No. 690. Apply to Mrs. F. W. WATTS, 'Brasside', 20, Macdonnell Road, Hongkong, September 1, 1908.

KINGSCLERE, PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 134. Telegram Address: 'KINGSCLERE', A.B.C. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses. Proprietress, Mrs. F. SAUSE. Hongkong, September 1, 1908.

KINGSCLERE, PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 134. Telegram Address: 'KINGSCLERE', A.B.C. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses. Proprietress, Mrs. F. SAUSE. Hongkong, September 1, 1908.

KINGSCLERE, PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 134. Telegram Address: 'KINGSCLERE', A.B.C. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses. Proprietress, Mrs. F. SAUSE. Hongkong, September 1, 1908.

KINGSCLERE, PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 134. Telegram Address: 'KINGSCLERE', A.B.C. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses. Proprietress, Mrs. F. SAUSE. Hongkong, September 1, 1908.

KINGSCLERE, PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 134. Telegram Address: 'KINGSCLERE', A.B.C. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses. Proprietress, Mrs. F. SAUSE. Hongkong, September 1, 1908.

WEATHER FORECAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and below indicates a Typhoon to the

